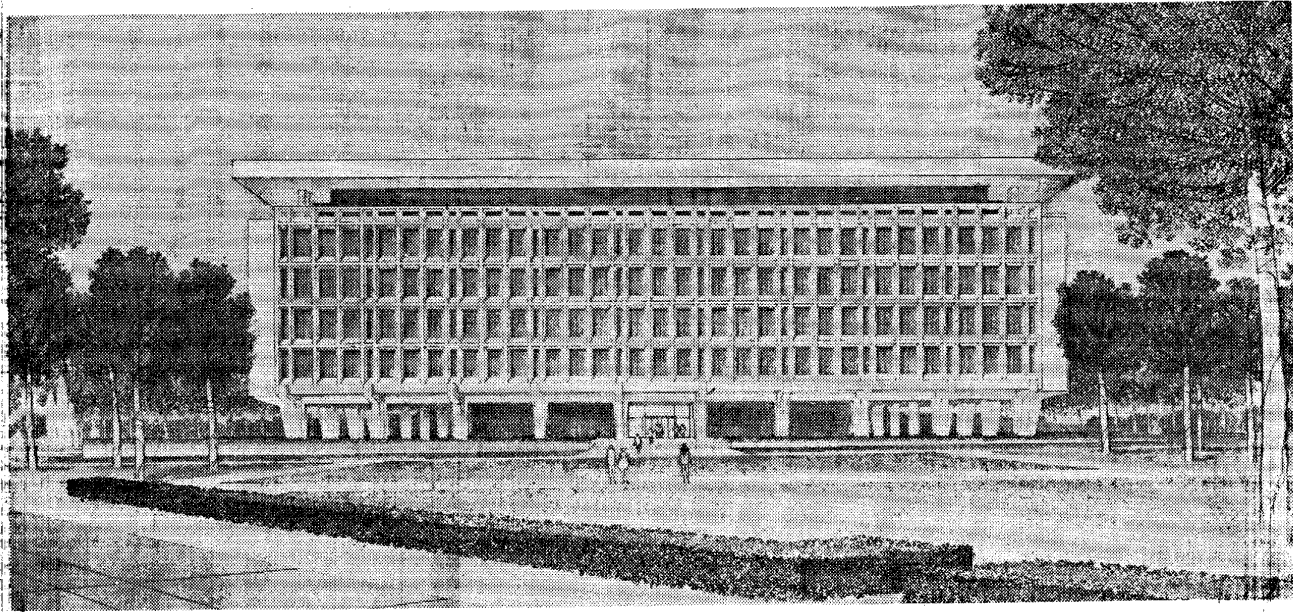


The Washington Post

BUSINESS & FINANCE

Approved For Release 2001/08/09 : CIA-RDP86-00244R000100140005-6

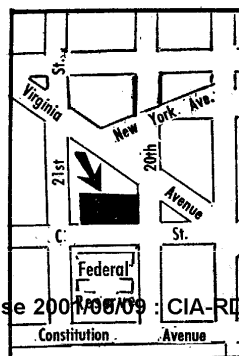
SATURDAY, DECEMBER 12, 1970



FEDERAL RESERVE ANNEX—The Federal Reserve Board invited competitive bids yesterday for construction of this building across the street from its present headquarters at 20th St.

and Constitution Ave. NW. Due to lack of space in the existing building, several hundred Board employees occupy rented offices nearby. Construction of the annex, scheduled for completion

during 1973, was postponed in April, 1969, to minimize demand pressures during an inflationary period. Map below shows the location of the new building.



Approved For Release 2001/08/09 : CIA-RDP86-00244R000100140005-6

KKA	14 Dec 70
HCC	14 Dec 70
ELF	15 Dec 70
JEM	14 Dec 70
RAH	
WIK	14 Dec 70
BNW	
SEC	DD KATC 70

HIGHWAY

Driving to the North Is Getting Easier

Continued From Page A-1

70N which joins Baltimore with Frederick and the west.

The last section to be opened is near the new city of Columbia between Route 108 in Howard County and the Montgomery County line. Although there is still some final work to be done on the shoulders of the road, the traveled portion is completed and open to traffic.

Several weeks of work remain before the whole project can be considered finished, Thomas Mohler, district engineer for the state Roads Commission, said.

Plans initially called for opening of the new I-95 section by the middle of this month, Mohler said, but some early bad weather and a shortage of asphalt caused a delay.

The concrete driving lanes have been completed, but the SRC decided it would be unsafe to use the route before the shoulders are installed.

Earlier this fall there was a nationwide asphalt shortage when oil companies shifted

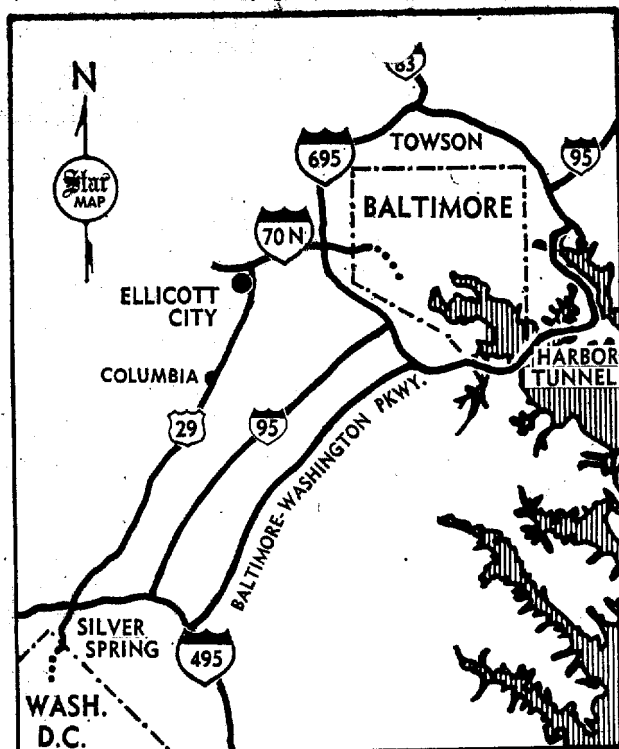
from production of the paving material to heating oil. As a result of rationing, some contractors could work only a few days a week, according to Mohler.

Completion of I-95 and Rte. 29 will not be of particular help to those driving northeast on the Kennedy Memorial Highway because of the overcrowded Baltimore Harbor Tunnel and the distance around Baltimore to the JFK Highway.

Those headed due north into Pennsylvania, however, can use the new highways and the Baltimore Beltway to avoid the parkway and the tunnel.

Gordon, LaReau Seek to Head State Educators

RICHMOND (AP)—Richard C. Gordon of Staunton and Ronald H. LaReau of Lynchburg have been nominated as candidates for president of the Virginia Education Association dur-



—Star Staff Artist Richard Copeland

Driving to North? It's Getting Easier

By THOMAS LOVE

Star Staff Writer

The number of lanes of divided highway between Washington and Baltimore has doubled recently and may go up another 50 percent within a month.

As a result, traffic from the Washington area bound north into Pennsylvania will be able to flow more freely this winter, bypassing the overcrowded Washington-Baltimore Parkway.

On Dec. 4, the final four-lane section of Route 29 from Washington to Interstate 70N west of Baltimore was opened to traffic.

If the warm weather continues a new section of Interstate Route 95, connecting the Washington Beltway to the Baltimore Beltway, will be opened soon. If not, the highway will be in use early next summer.

Completion of Rte. 29 as a divided four-lane highway provides a safety valve to relieve the often bumper-to-bumper traffic on the obsolete Washington-Baltimore Parkway, now Temporary Interstate 95 and the main route northeast from here.

Opening of Rte. 29 began in 1965 with the awarding of a contract which included work on both that highway and its intersection with Interstate

See HIGHWAY, Page A-4

'71 Economic Upturn Tied To Consumer

By LEE M. COHN

Star Staff Writer

The Nixon administration's